6.0 LONG-TERM IMPLICATIONS OF THE PROJECT

6.1 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

Development of the project would result in a variety of environmental impacts associated with grading and construction that will affect local and regional air quality. Impacts include emission of air pollutants from construction vehicles and dust from grading activities. Noise would also be generated from grading and construction. Increased construction traffic will also occur. Traffic detours and disruption, including transit bus delays, will occur. All of the above project effects are to be expected for the duration of project construction.

Ongoing and long-term significant impacts associated with the project include increased traffic, air pollutant emissions, air pollutant emissions from increased energy consumption, cumulative demand for expansion of solid waste landfills, cumulative effects on school district capacity and the demand for school site expansion, and potential flooding impacts to the site and to Empire Avenue and Victory Place. Mitigation is proposed (see also Chapter 1.0, Executive Summary, for a listing of project effects and mitigation) to reduce these impacts; however, they will remain significant after mitigation. Chapter 8.0 includes an inventory of unavoidable adverse impacts.

6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

CEQA and CEQA Guidelines Section 15126.2(c) require the evaluation of long-term commitment of resources to the project. The proposed project would commit the now vacant project site to long-term commercial uses. The project site and surrounding properties are within a well established urban industrial and commercial corridor along the Golden State Freeway, and the project does not represent a change in the natural environment. The project area and industrial/commercial corridor have been committed to urban development for approximately 50 to 60 years, and have experienced intensified development pressure and redevelopment of uses for the past 15 years. Substantial project related traffic and air pollution from traffic and operations would result.

Construction, operation, and maintenance of the project would require the consumption of quantities of natural resources, such as building materials and fossil fuels for building operation and project generated vehicular traffic. Many of these natural resources are non-renewable. On a regional basis, the use of these natural resources would not have a significant adverse effect on the environment. However, the use of these resources for project development commits the long-term use of the property, and of the resources used, to the project.

6.3 GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

CEQA and CEQA Guidelines Section 15126.2(d) require the evaluation of the growth inducing impacts of the proposed project. This section is required to determine the manner in which the proposed project could encourage economic or population growth or construction of additional housing in the surrounding area, either directly or indirectly. Growth that is induced as a result of construction of the project or the infrastructure needed for the project is distinguished from direct employment, population, or housing growth of a project. A project could also induce growth by lowering or removing barriers to growth or by creating an amenity or facility that attracts new population or economic activity.

In assessing the growth inducing impacts of a project, CEQA Guidelines Section 15126.2(d) state that the Lead Agency is not to assume that growth in an area is necessarily beneficial or of little significance environmentally, but must make its judgment in this regard after open-minded analysis. Typically, growth inducing impacts result from the provision of urban services and extension of infrastructure (including roadways, sewerage, or water service) into an undeveloped area. Growth inducing impacts can also result from substantial population increase, as the new population may impose new burdens on existing community service facilities, such as increasing the demand for service and utilities infrastructure and creating the need to expand or extend services, which may induce further growth. The following is a discussion of the significance of the proposed project's growth inducing effects.

Most of the land in the City of Burbank is built out, including the land adjacent to the project site. Therefore, extensions and expansion of utilities, services, and roadway access in the project area would not facilitate development of land adjacent to the site, as these areas are already built out and are currently served by existing utilities and services. The proposed project would not result in increases of public services and utilities beyond those provided for the former use, Lockheed Martin Corporation facilities, on the site. Many of the identified expansions and extensions of public services and utilities are provided to enhance existing services to the project site, and would not induce growth. In addition, given the built out nature of the City, growth is limited to redevelopment of properties that already have services. Service improvements associated with the project will not bring new services into the area that are not already here.

Development of the proposed project will create employment opportunities in both the short-term and the long-term. Employment opportunities in the short-term would include building trade industry jobs related to construction activities associated with build out of the project. Additionally, completion of the proposed project would create numerous permanent jobs related to the uses on the site. Based on the analysis provided in Section 4.2 (Population and Housing) of this EIR, the proposed project is expected to generate 4,563 (Option A), 3,460 (Option D1-A), 2,220 (Option D1-B), and 3,307 (Option D1-C) jobs within the City of Burbank. This employment growth is consistent with local and regional projections, and offsets jobs lost when Lockheed Martin closed and demolished the manufacturing plant on this site.

Employment growth may, in turn, create a secondary or indirect demand for housing demand in Burbank and the surrounding area. The indirect impact of this demand for housing is included in Section 4.2 of this EIR, and was found not to be significant.

The proposed project includes several roadway improvements as mitigation: the realignment of the Victory Boulevard and Burbank Boulevard (Five Points) intersection, and freeway interchange improvements at Empire Avenue. However, since the land adjacent to the project site is built out, these roadway improvements would not remove constraints (provide excess capacity) to encourage additional development in adjacent areas.